

BookletChart™



St. Lawrence River – Gananoque, Ont., to St. Lawrence Park, NY

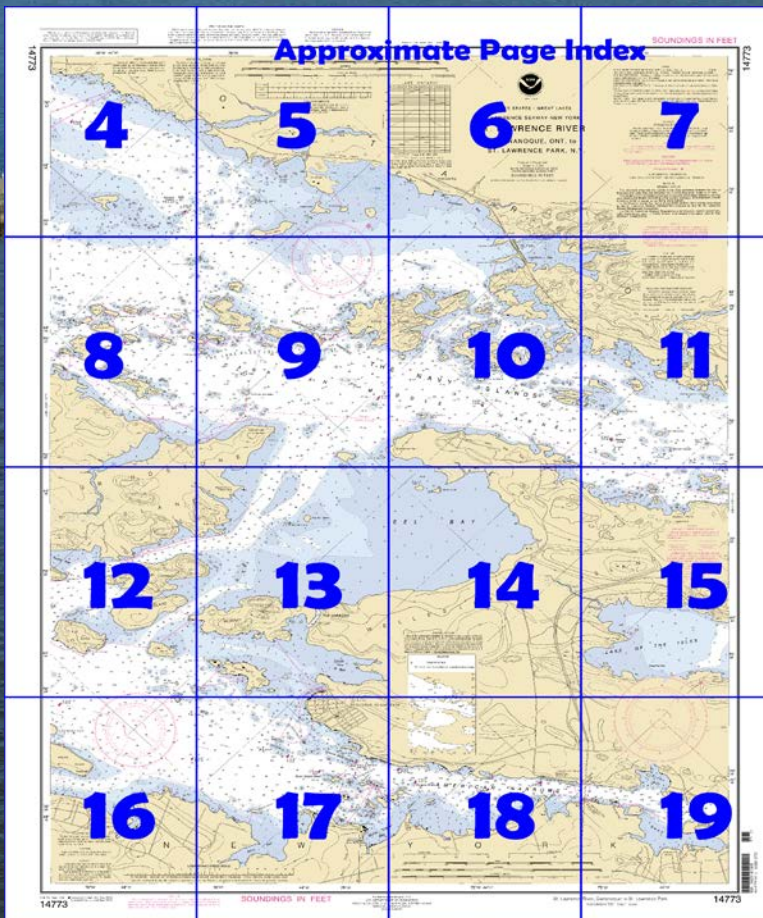
NOAA Chart 14773

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14773>



(Selected Excerpts from Coast Pilot)

Canadian Middle Channel branches west from the main vessel course at Ironsides Island and leads through the Thousand Islands on the Canadian side of the International boundary, thence between Wolfe Island and Howe Island and into Lake Ontario in the vicinity of Kingston, ON. Channel is marked by lights and buoys. **Speed limit.**—There is a speed limit of 9.5 knots (10.9 mph) over the ground for all vessels over 40 feet (12.2 m) in length in the Canadian Middle Channel and adjacent waters.

Above Ironsides Island, Canadian Middle Channel leads past the southwest end of Grenadier Island, thence through **Raft Narrows** along

the mainland. The main channel through the narrows is crossed by a fixed highway bridge with a clearance of 120 feet. Above the narrows, the channel divides around Wood Island, along the north side upbound and the south side downbound. Thence the channel leads between **Wallace Island** and **Ash Island**, southwest past **The Navy Islands**, and through the south part of **The Lake Fleet Islands** to a point north of **The Punts**, thence south of **Leek Island** and into the deep wide water between Wolfe and Howe Islands.

American Narrows (Upper Narrows) separates Wellesley Island from the U.S. mainland for about 6 statute miles (5.2 nm) from Cherry Island southwest to the upper end of Wellesley Island. The channel through the narrows is generally deep, has a least width of 450 feet (137 meters), and is well marked by lights and buoys. The channel is bordered throughout its length by small islands and shoals.

The lower entrance to the narrows is marked by a **218°** leading light at the village of Point Vivian, about 1 statute mile (0.9 nm) southwest of Cherry Island.

Swan Bay and **Brown Bay** are shallow inlets about 2.5 statute miles (2.2 nm) above Cherry Island on the southeast and northwest sides of the narrows, respectively. During summer, gasoline is available at a small marina on the northeast side of Swan Bay. In 1977, the reported depths were 3 feet (0.9 meter) in the approach and 6 feet (1.8 meter) alongside. **Thousand Islands Bridge**, a suspension span with a clearance of 150 feet (45.7 meters), crosses the narrows just west of Swan Bay.

Niagara Shoal, covered 3 feet and marked on the north side by a lighted buoy, is on the southeast side of the narrows 1.5 statute miles (1.3 nm) above the bridge. Coming out of the narrows at the upper end of Wellesley Island, the vessel route passes southeast of **Granite State Shoals**, marked by a light, and northwest of **Rock Island Reef**, marked by a lighted buoy.

Fineview, NY, is a small settlement on Wellesley Island just below Granite State Shoals. A dock at the settlement is suitable for skiffs only because of many rocks off the end. In 1977, the reported depths were less than 2 feet (0.6 meter) alongside.

Thousand Island Park is a private summer resort at the upper end of Wellesley Island. In 1977, the resort dock had a reported depth of 10 feet (3 meters) alongside, but the dock approach from the river channel is narrow and obstructed by numerous rocks.

Fishers Landing, NY, is a settlement 0.8 statute mile (0.7 nm) southeast of Fineview on the west side of **Mullet Creek Bay**. Marinas **can** provide gasoline, ice, some marine supplies, launching ramps. Forklifts can haul out craft to 5 tons for hull and gasoline engine repairs. In 2002, depths of 6 to 12 feet (1.8 to 3.5 meters) were reported available at the berths. A marina on the east side of **Spicer Bay**, about 1.2 statute miles (1 nm) east of Little Round Island, provides gasoline, water, ice, electricity, some marine supplies, and a launching ramp. A 12-ton fixed lift can handle 36-foot (11-meter) craft for hull and engine repairs. In 1977, the reported controlling depths were 4 feet (1.2 meters) in the approach and 5 feet (1.5 meters) alongside the berths.

Clayton, NY, is on the southeast side of the St. Lawrence River about 20 statute miles (17.4 nm) below Lake Ontario. **Grindstone Island** is in midriver northwest of Clayton, and Washington Island is close to shore northeast of the village. A causeway connects Washington Island to Clayton. The fixed span near the island end of the causeway has two 33-foot (10.1-meter) openings, each with a clearance of 6 feet (1.8 meters). Clayton is a **customs port of entry**.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander
9th CG District
Cleveland, OH

(216) 902-6117

Table of Selected Chart Notes

Pump-out facilities

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

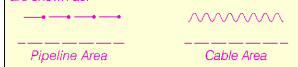
CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Watertown, NY WXN-68 162.475 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.154" northward and 1.180" eastward to agree with this chart.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8602 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.
Refer to charted regulation section numbers.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "I" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

SPEED REGULATIONS. See U.S. Rules and Regulations for U.S. waters, 33 CFR Part 401, carried in the Seaway Handbook.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 243.3ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE C

SEAWAY NOTES

The improved channels and canals in the deep waterway between the Port of Montreal and Lake Erie are designed for a controlling water depth of 27 feet.

The loaded draft and speed of vessels in any part of the deep waterway shall be controlled by the Master according to the vessel's individual characteristics, and its tendency to list or squat, so as not to strike bottom.

In the Seaway canals the maximum permitted draft will be currently prescribed by the St. Lawrence Seaway Development Corporation and the St. Lawrence Seaway Management Corporation.

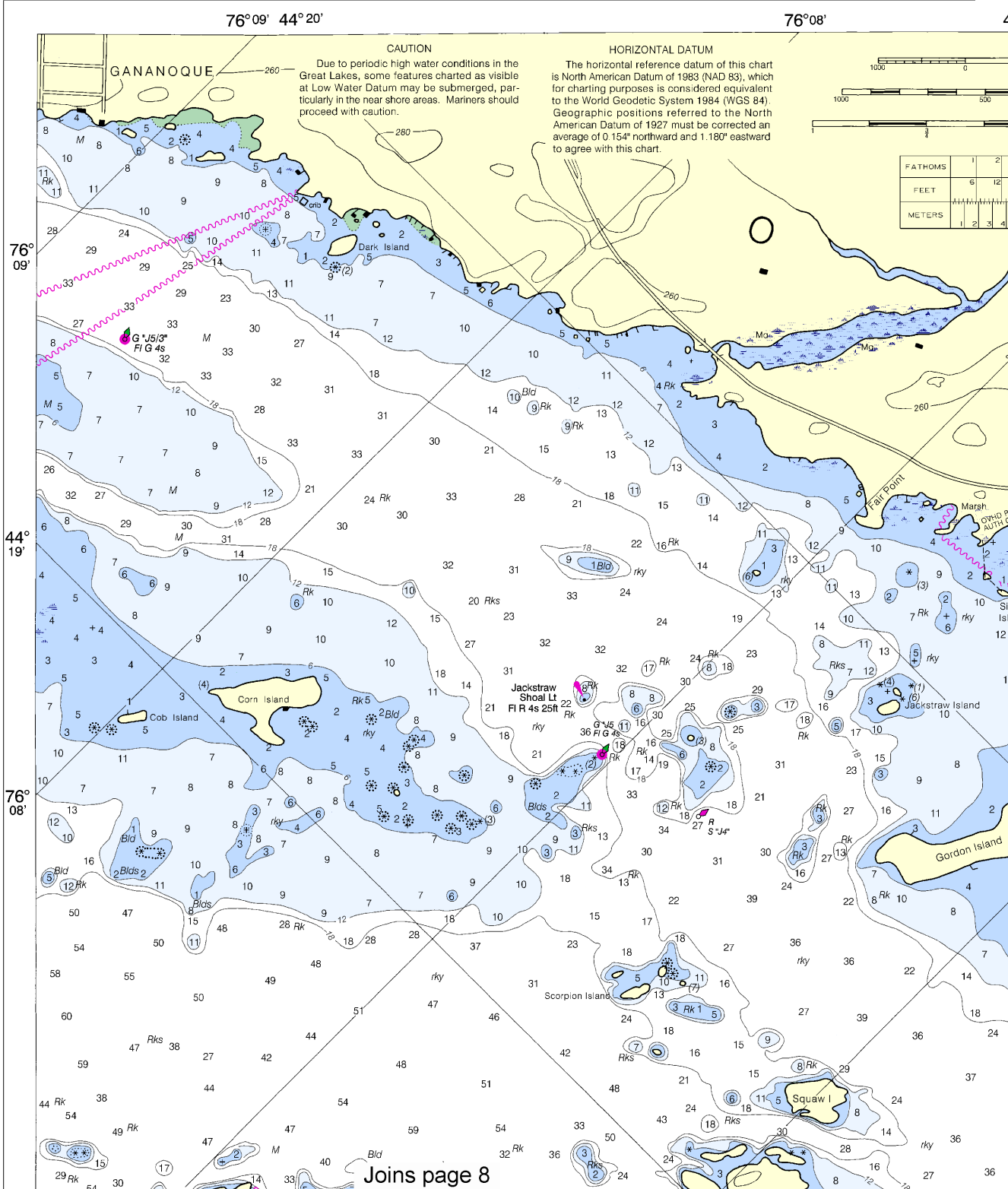
For the St. Lawrence Seaway Regulations and Circulars, special equipment, radio frequencies used in Traffic Control and related information refer to THE SEAWAY HANDBOOK.

14773

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, help@OceanGrafix.com.



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000

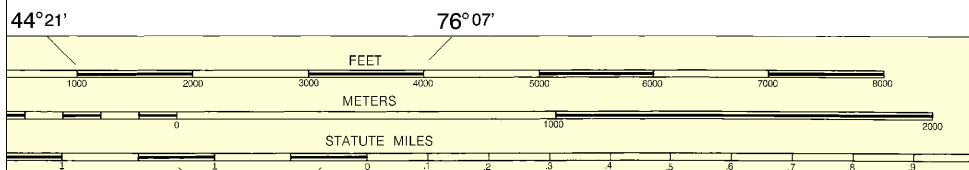
See Note on page 5.

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Formerly LS 116, 1st Ed., 1945 KAAP 1021

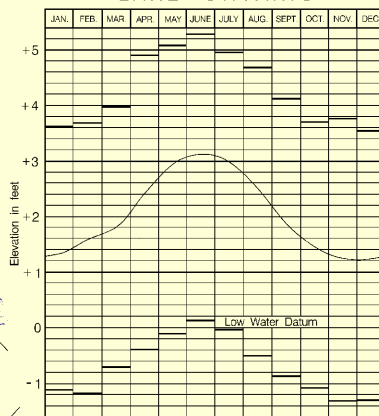


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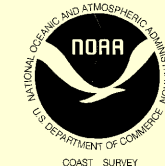
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

LAKE ONTARIO



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

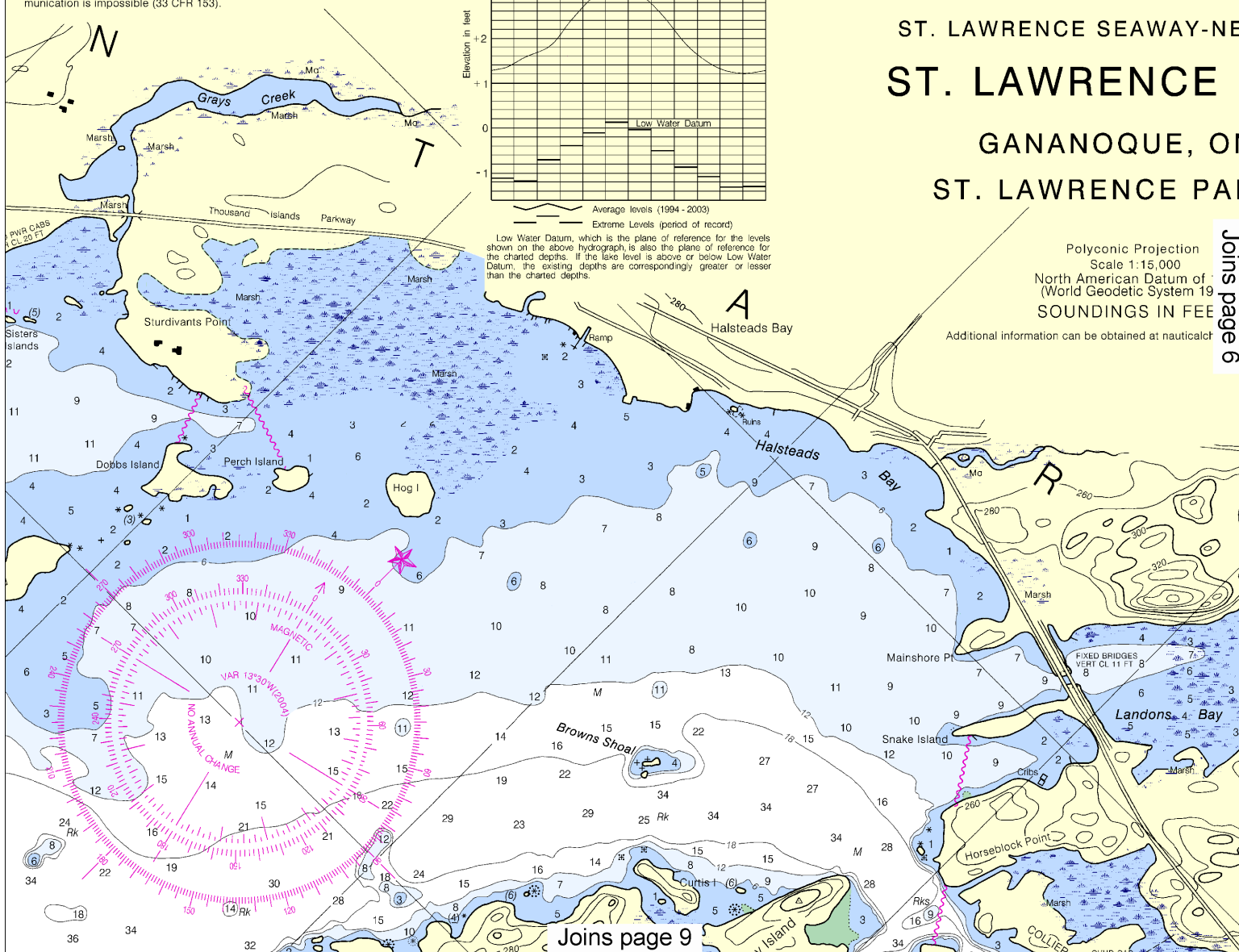


UNITED STATES - GREAT LAKES
ST. LAWRENCE SEAWAY-NE
ST. LAWRENCE I
GANANOQUE, ON
ST. LAWRENCE PAR

Polyconic Projection
Scale 1:15,000
North American Datum of 1983
(World Geodetic System 1983)
SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov

Joins page 6



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

5

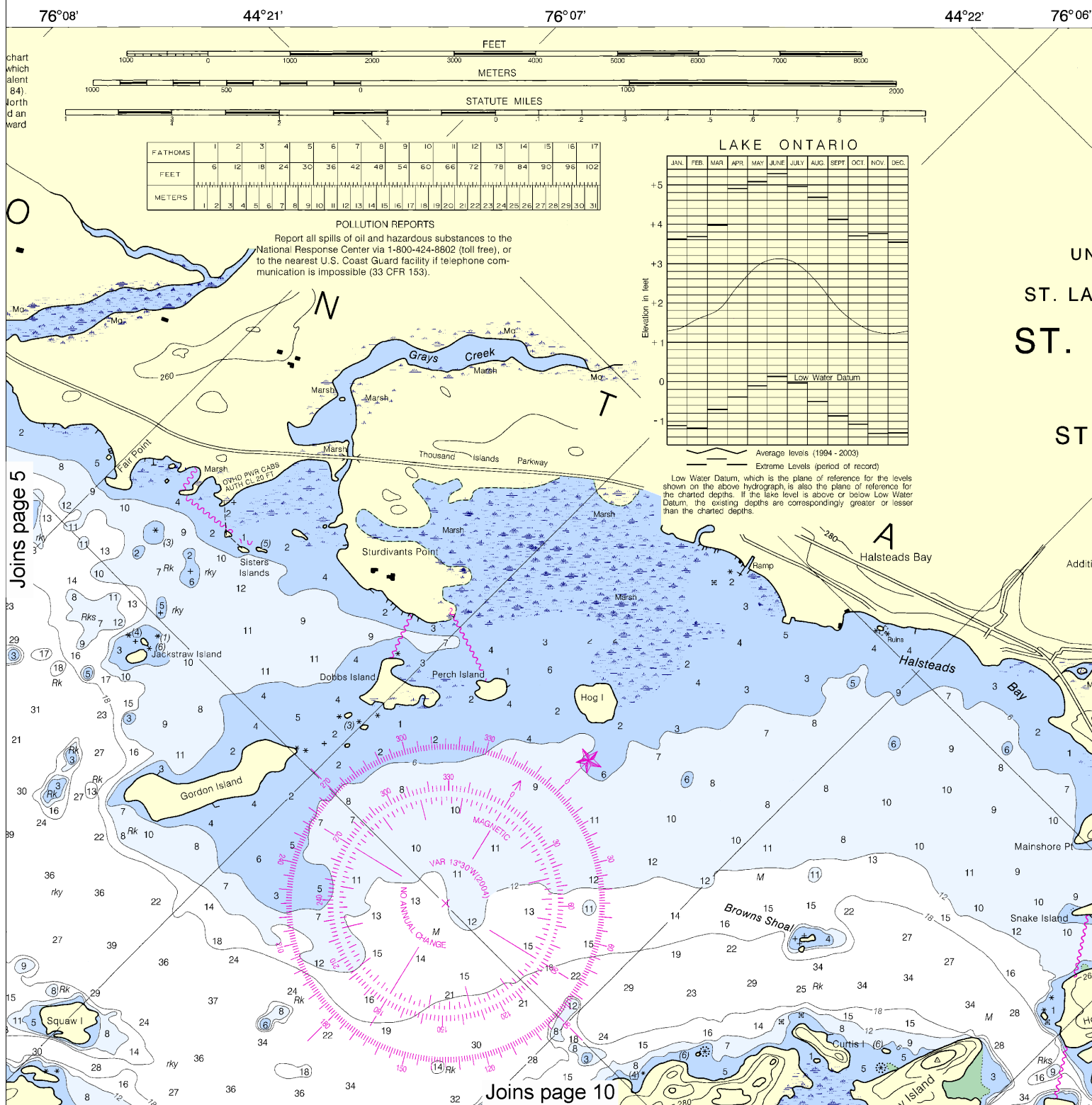
N-DEMAND CHARTS

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Formerly LS 116, 1st Ed., 1945 KAAP 1021



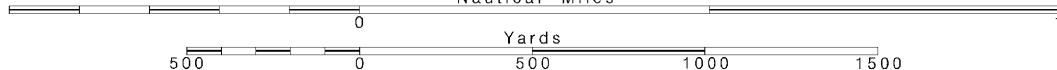
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

14773



76° 05' 44° 23'

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....243.3ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
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AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

76° 04'

UNITED STATES - GREAT LAKES

LAWRENCE SEAWAY-NEW YORK

LAWRENCE RIVER

GANANOQUE, ONT. to

LAWRENCE PARK, N.Y.

CAUTION

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44° 23'

WARNING

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76° 03'

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CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) o (Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as high as 100 nautical miles for stations at elevations.

44° 22'

76°

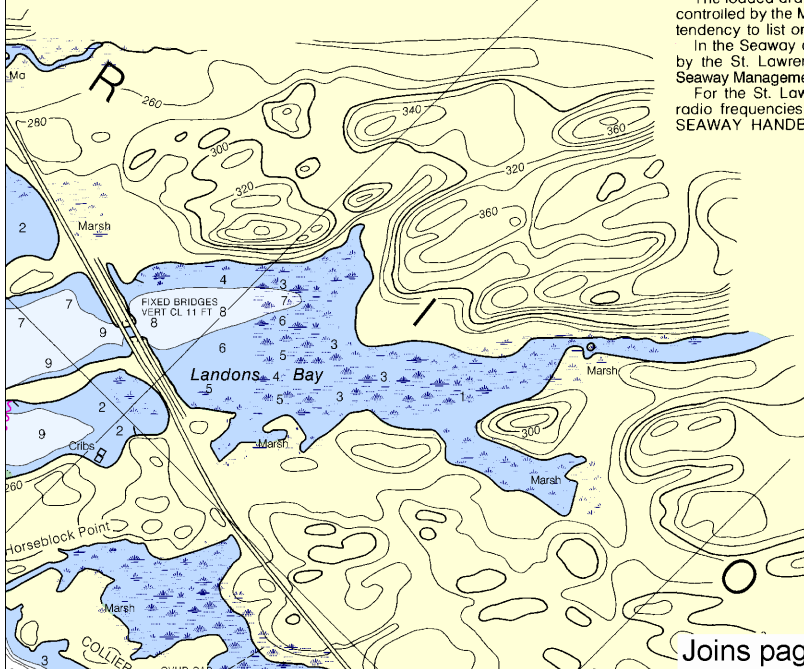
Polyconic Projection

Scale 1:15,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

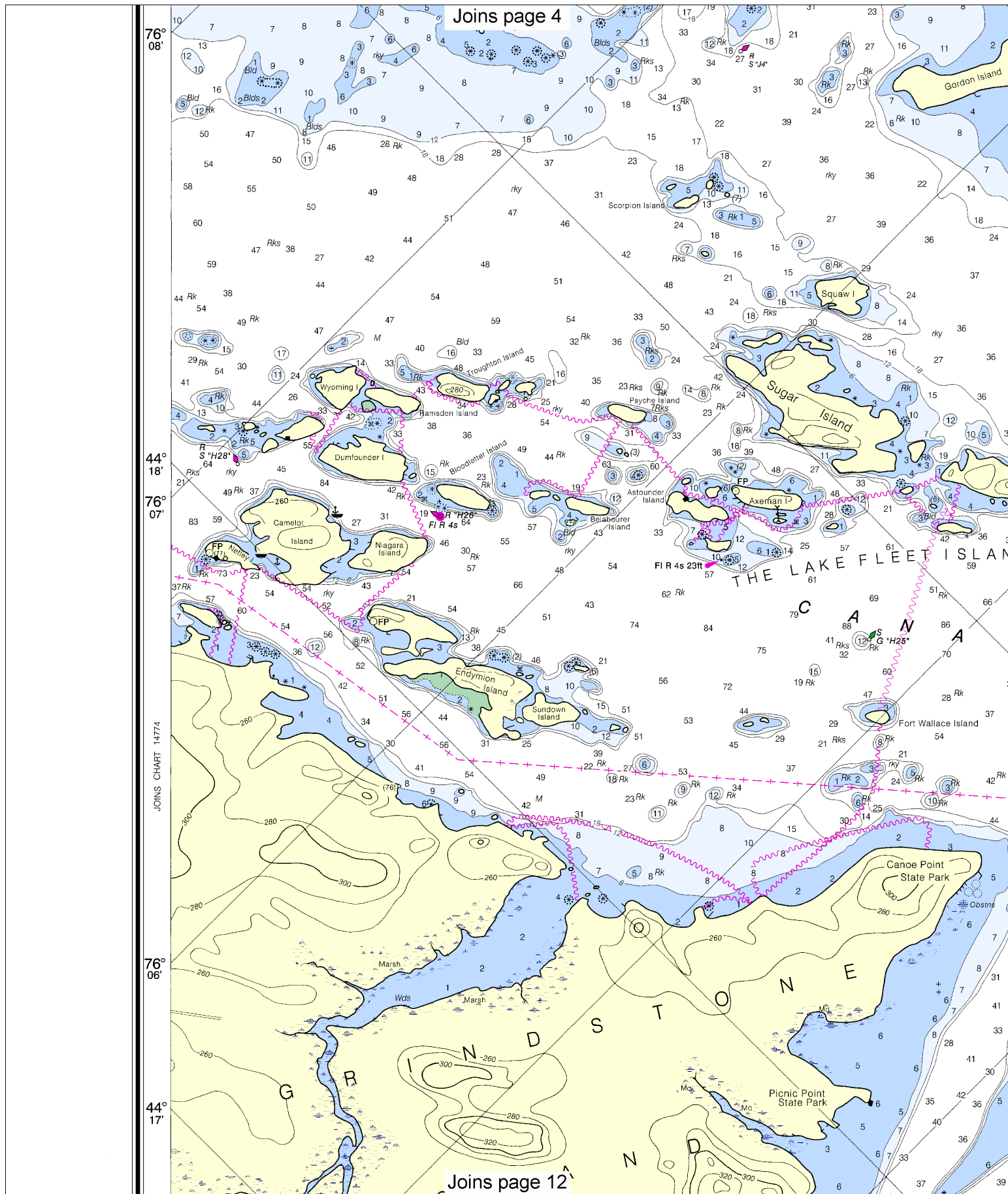
Additional information can be obtained at nauticalcharts.noaa.gov.



Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

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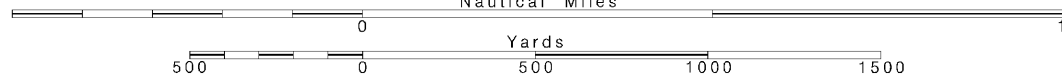
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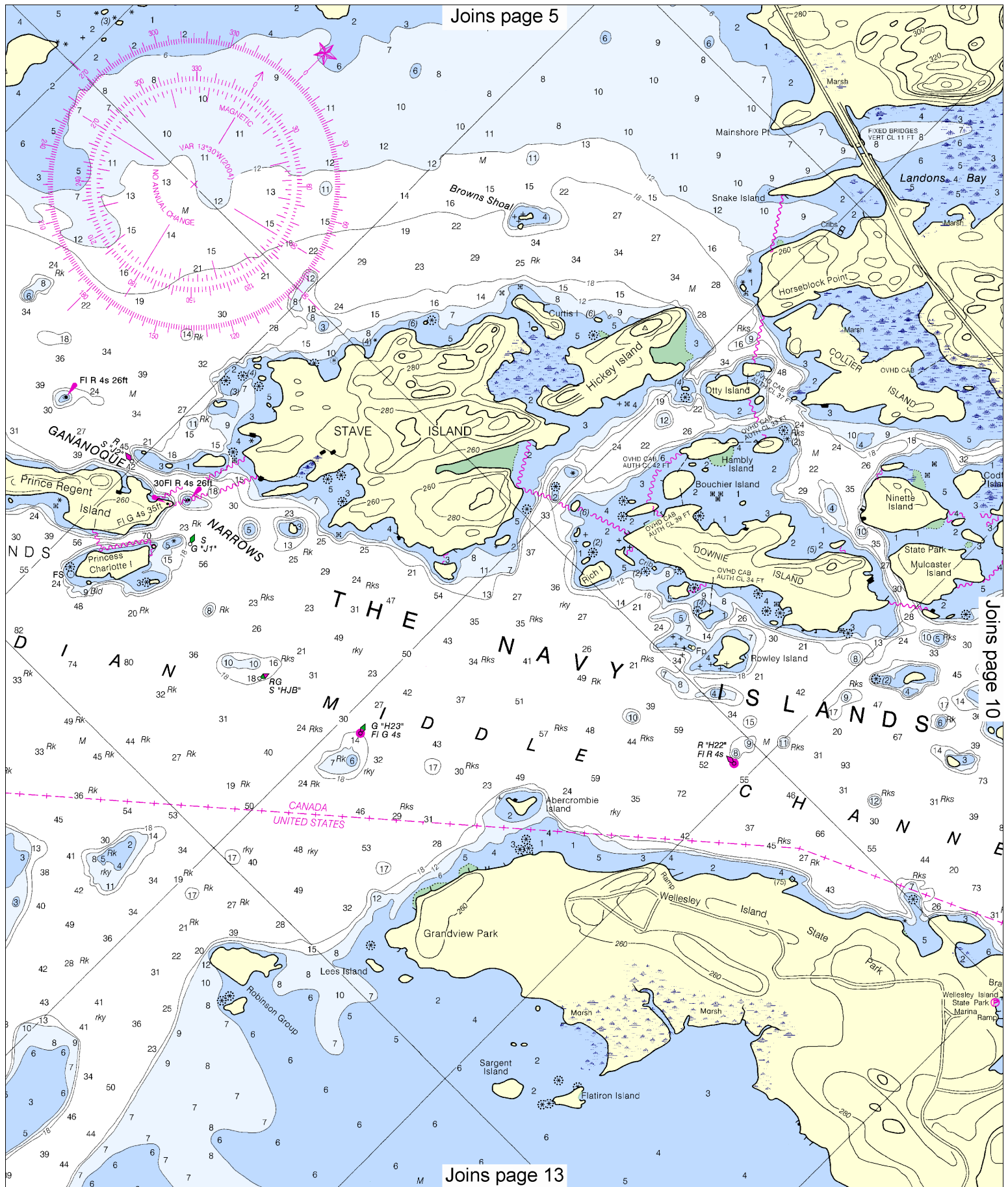
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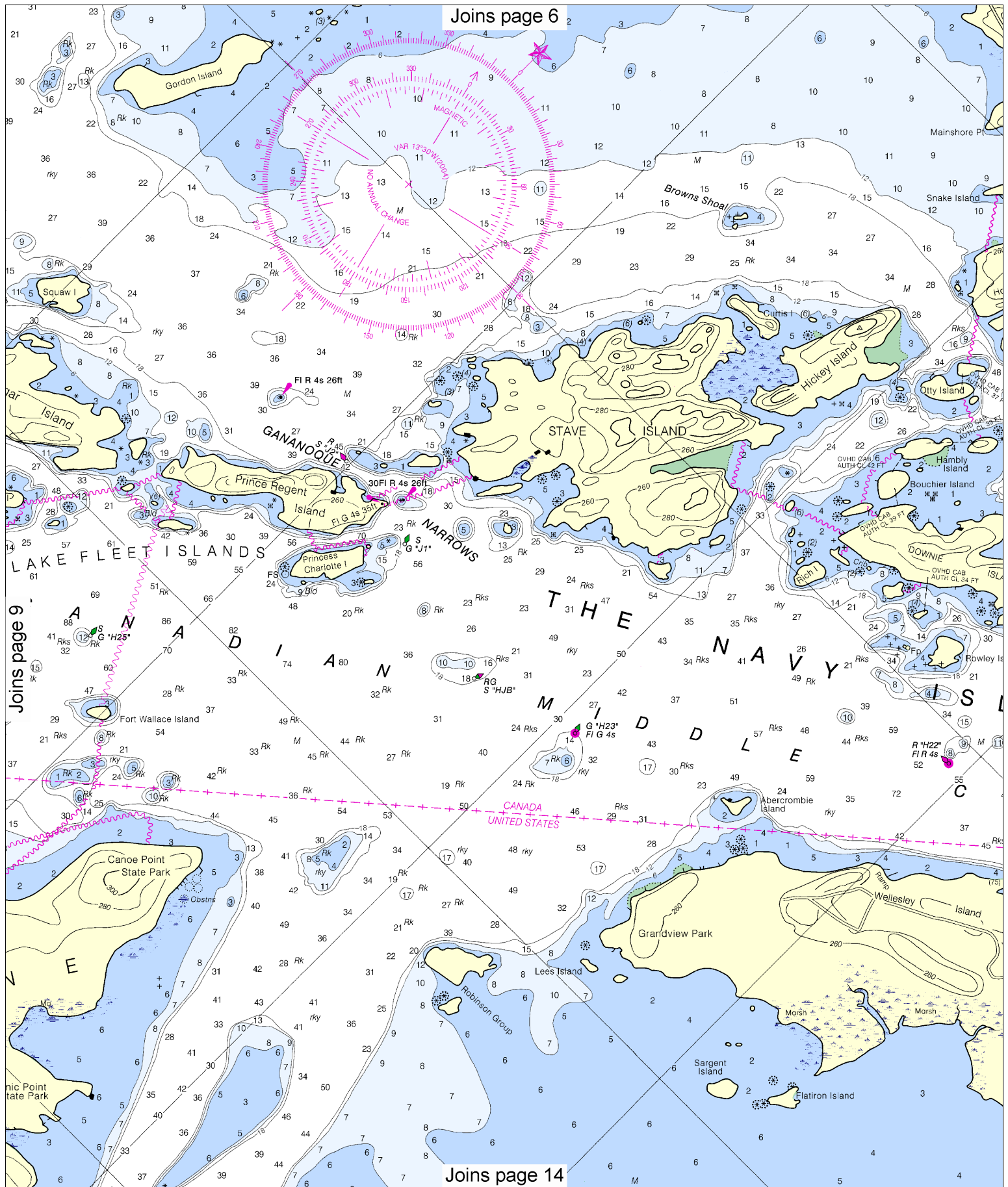
Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.







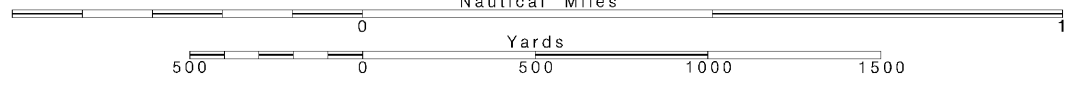
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SCALE 1:15,000
Nautical Miles

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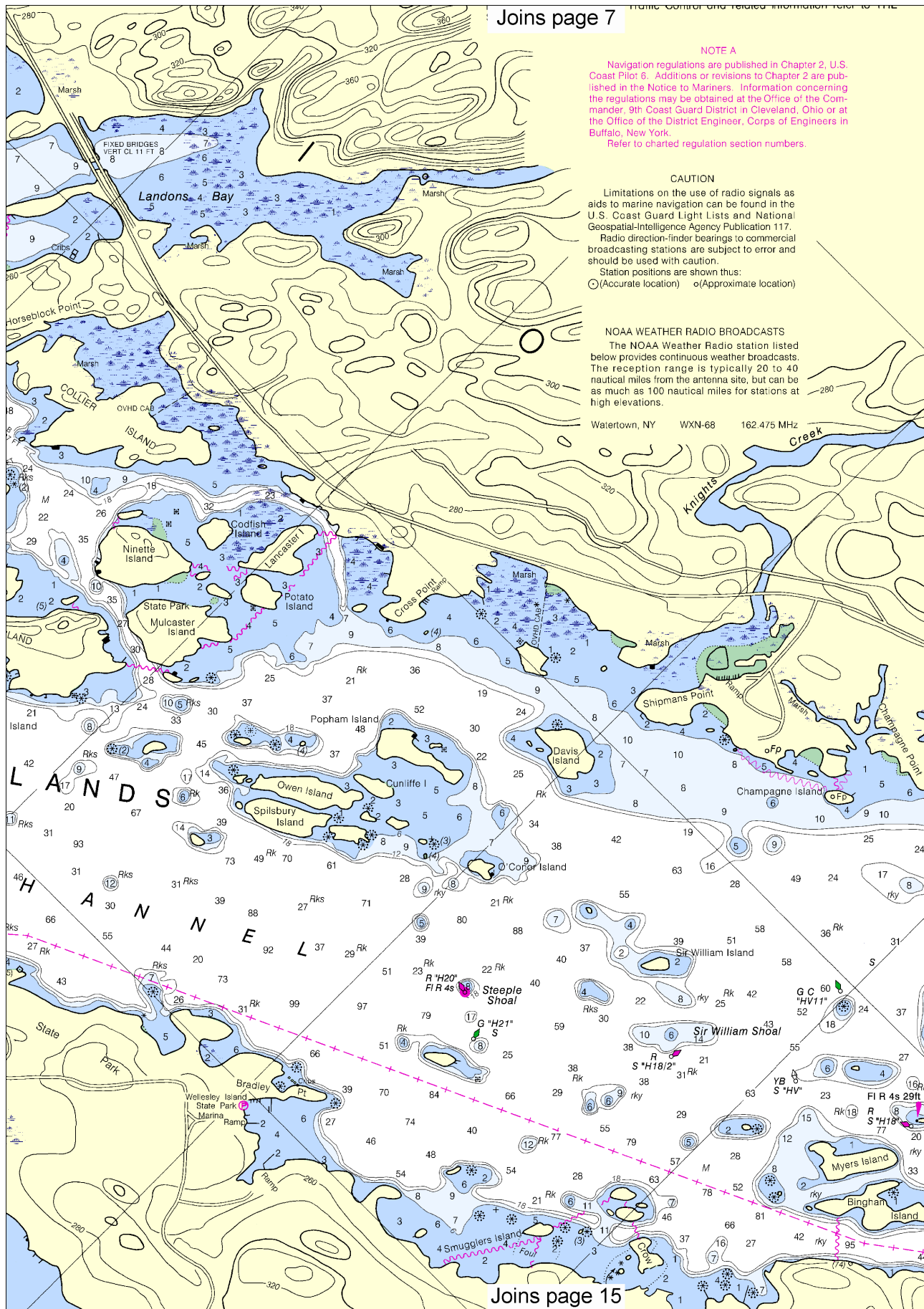
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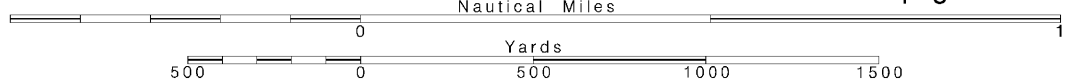
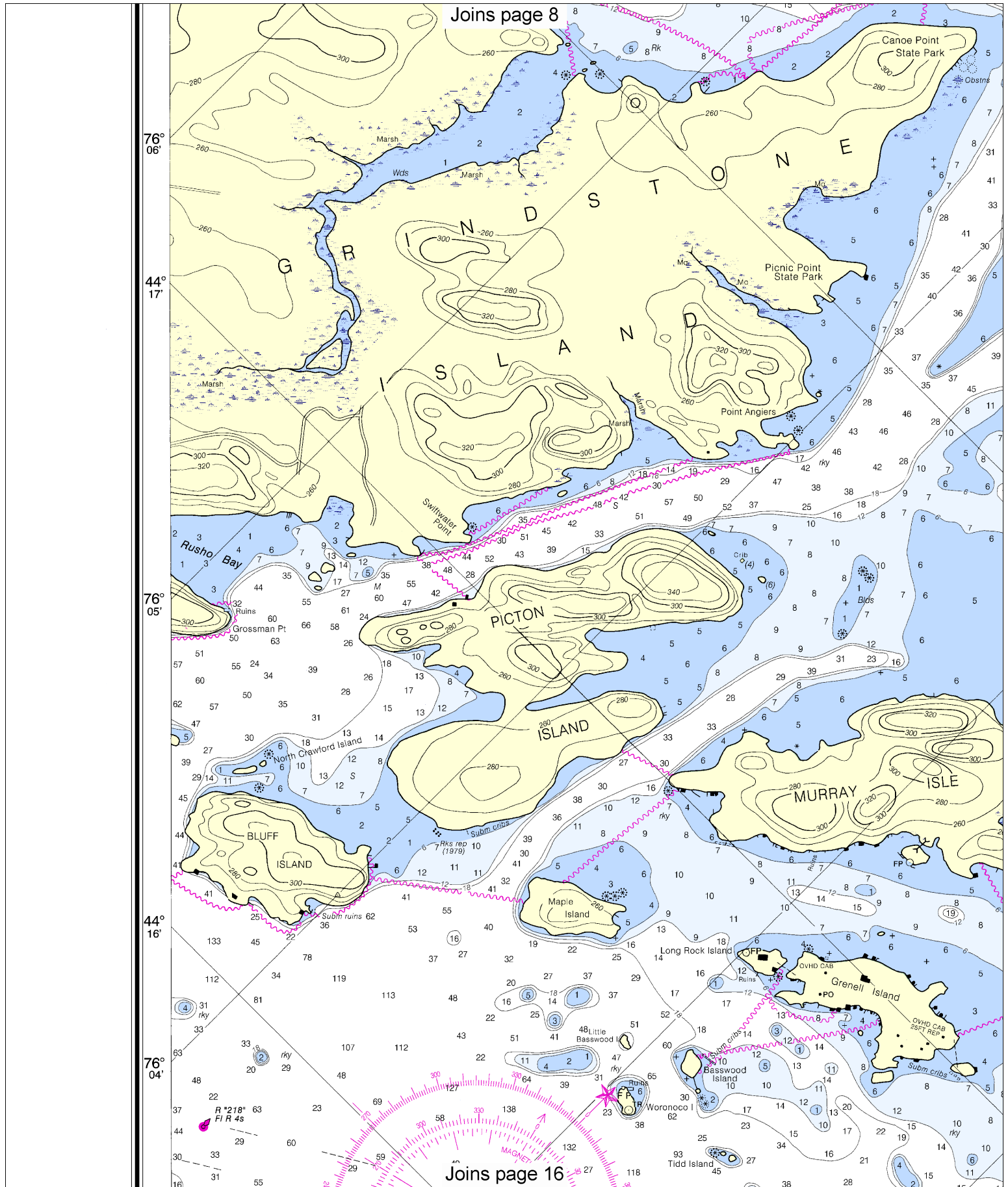
44° 22'

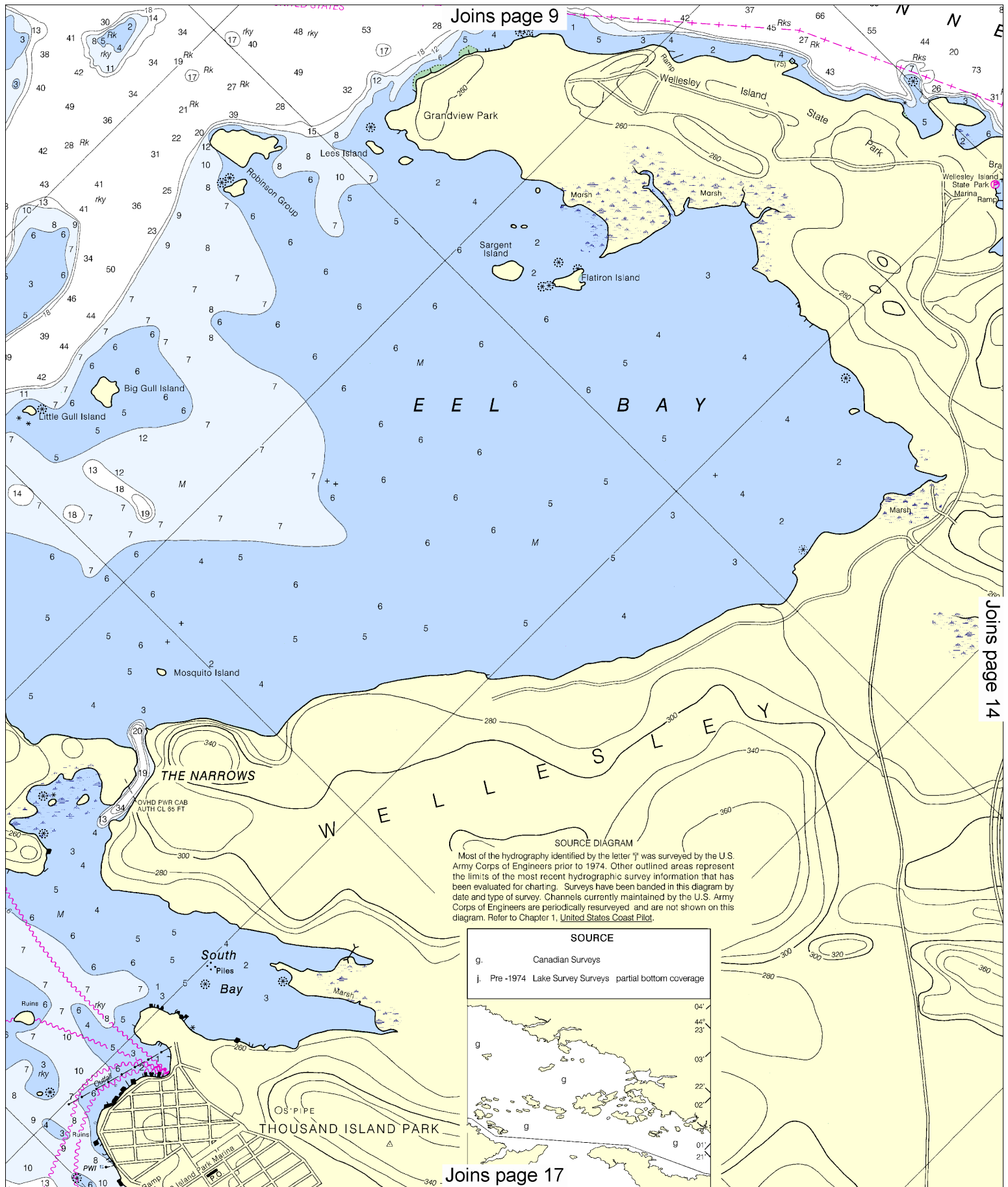
76° 02'

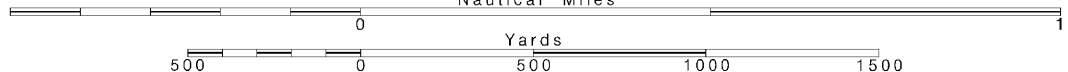
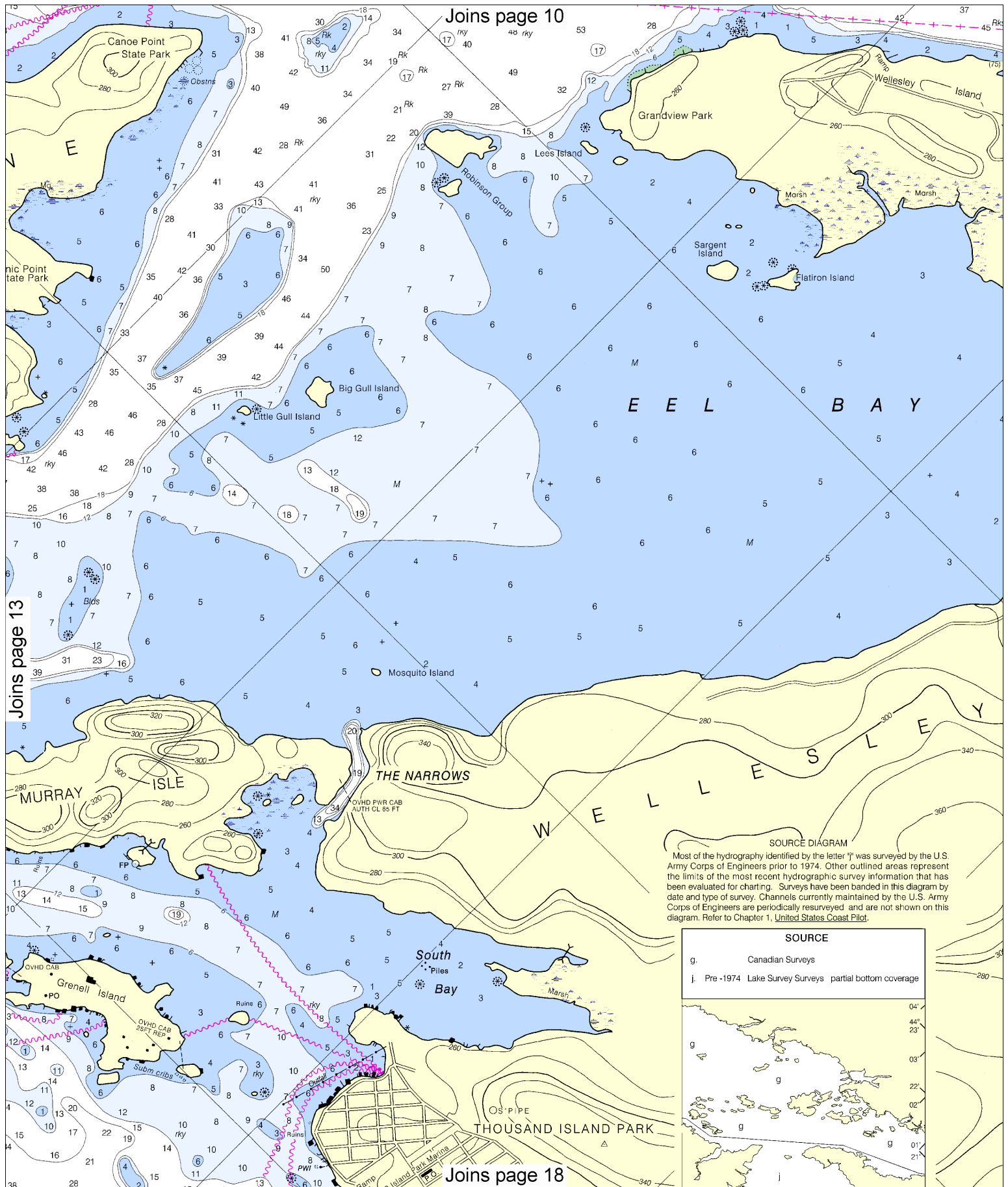
76° 01'

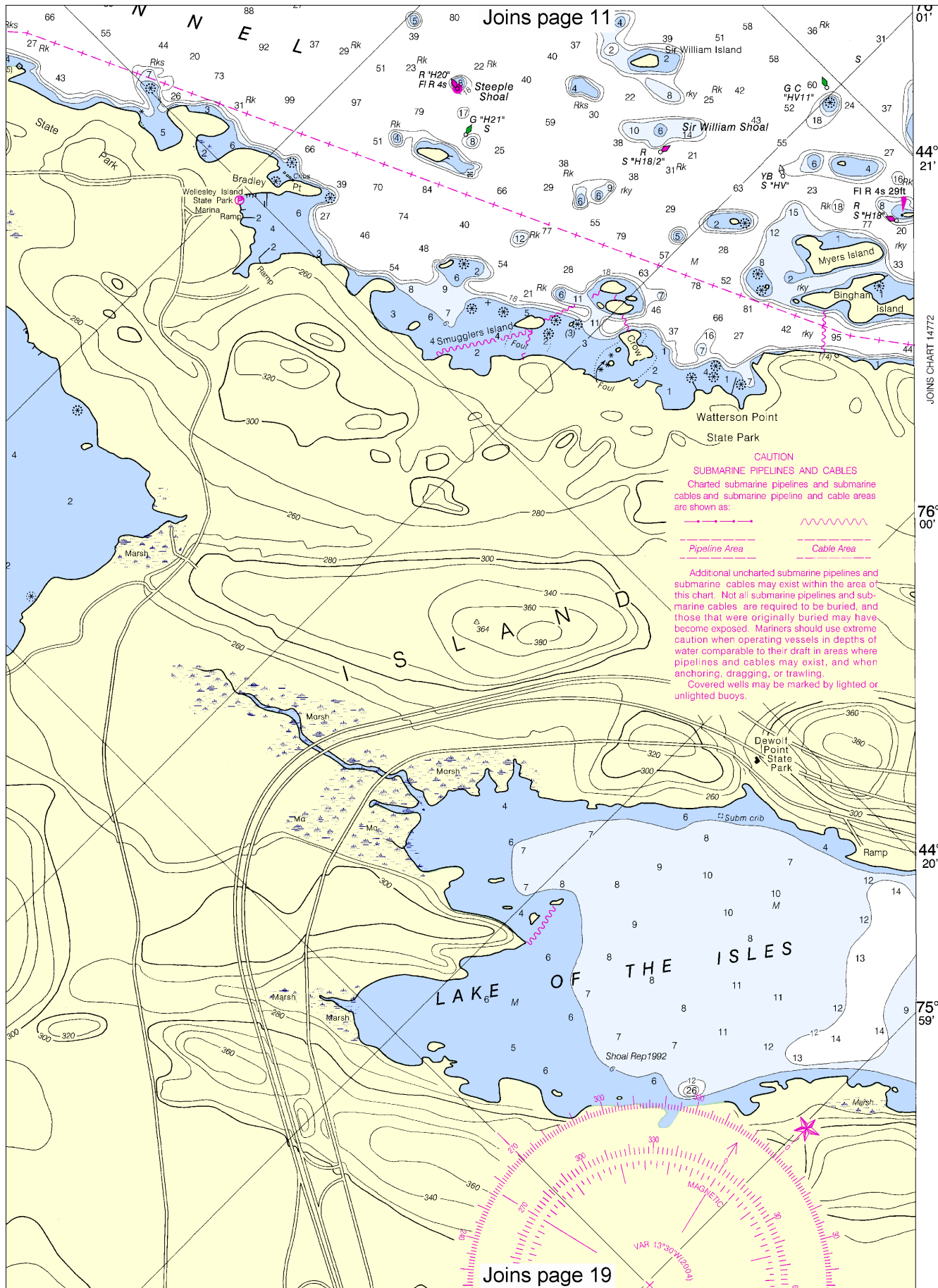
44° 21'

JOINS CHART 14772







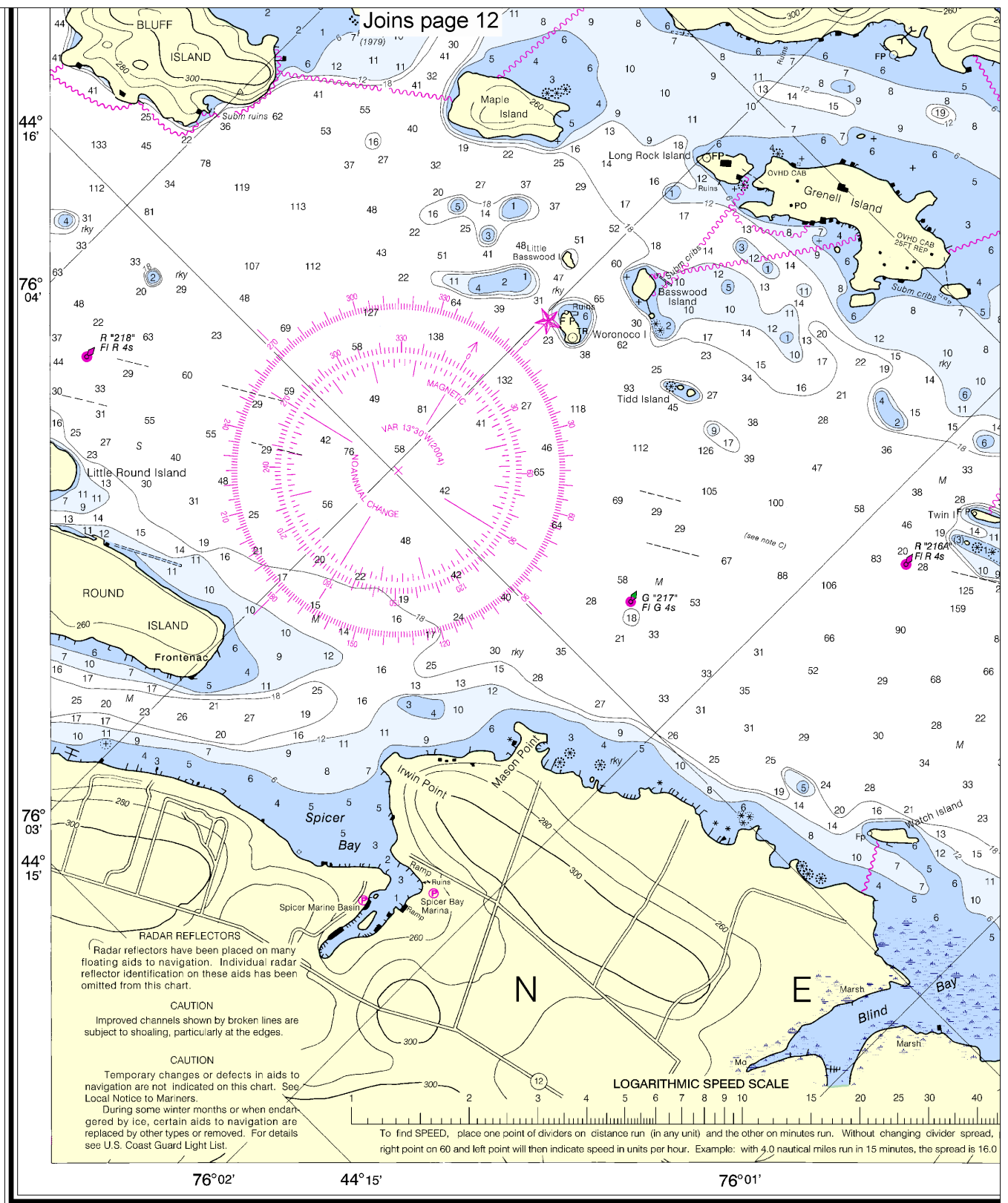


CAUTION
SUBMARINE PIPELINES AND CABLES
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Pipeline Area Cable Area
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JOINS CHART 14772

Joins page 11

Joins page 19



17th Ed., Sep. /04 ■ Corrected through NM Sep. 25/04
Corrected through LNM Sep. 14/04

14773

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDING

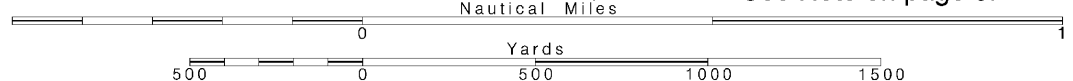
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000

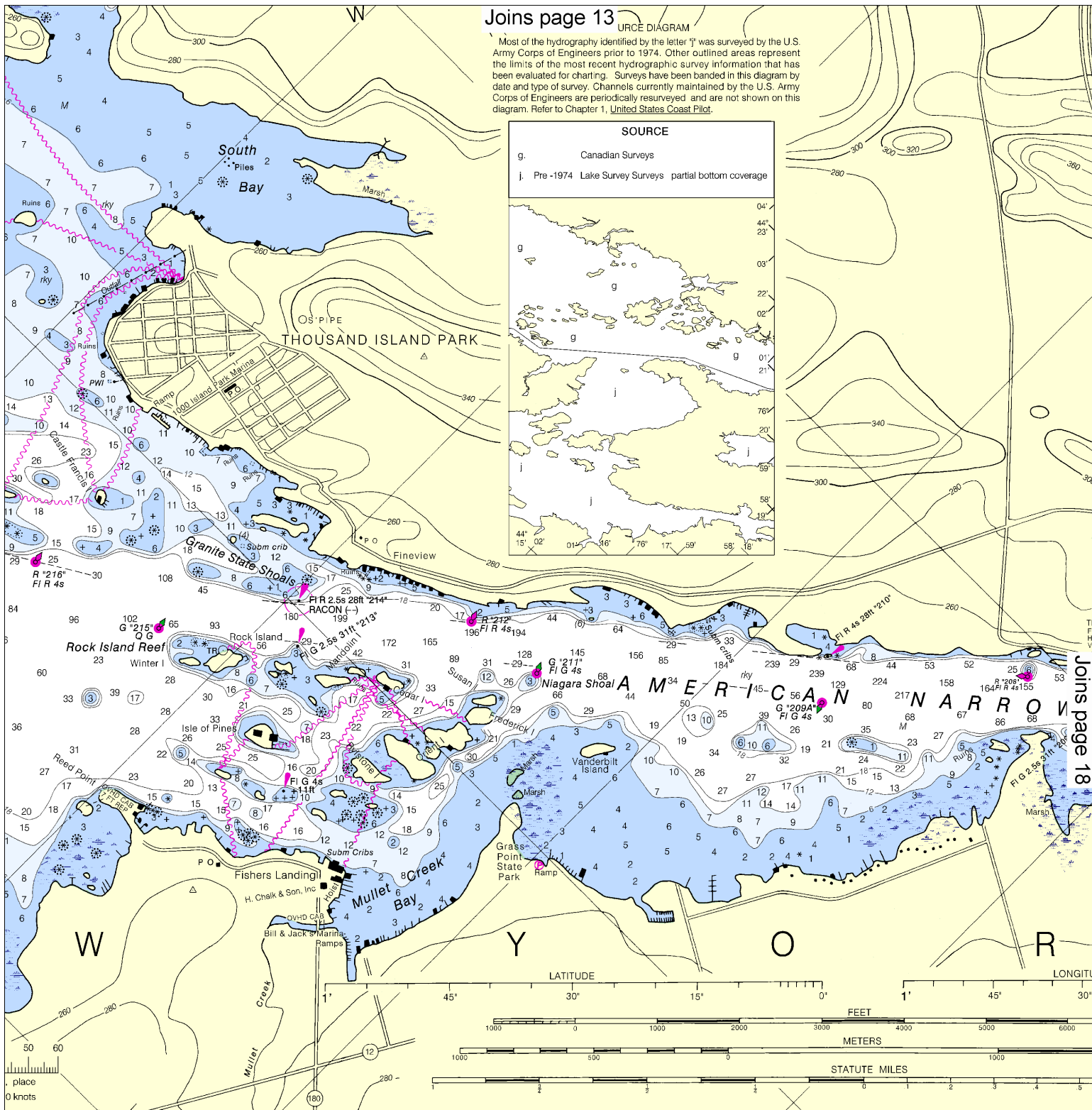
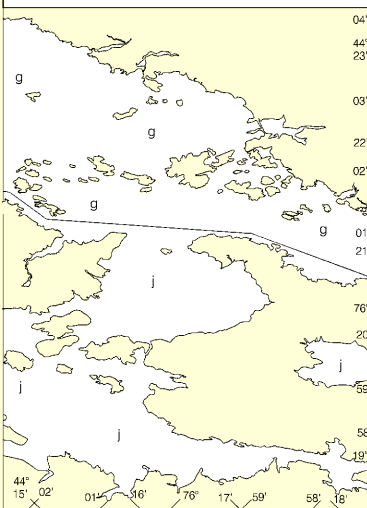
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SOURCE

- g. Canadian Surveys
- j. Pre -1974 Lake Survey Surveys partial bottom coverage



Joins page 18

44°16' 76°00' 75°59' 44°17'

GS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

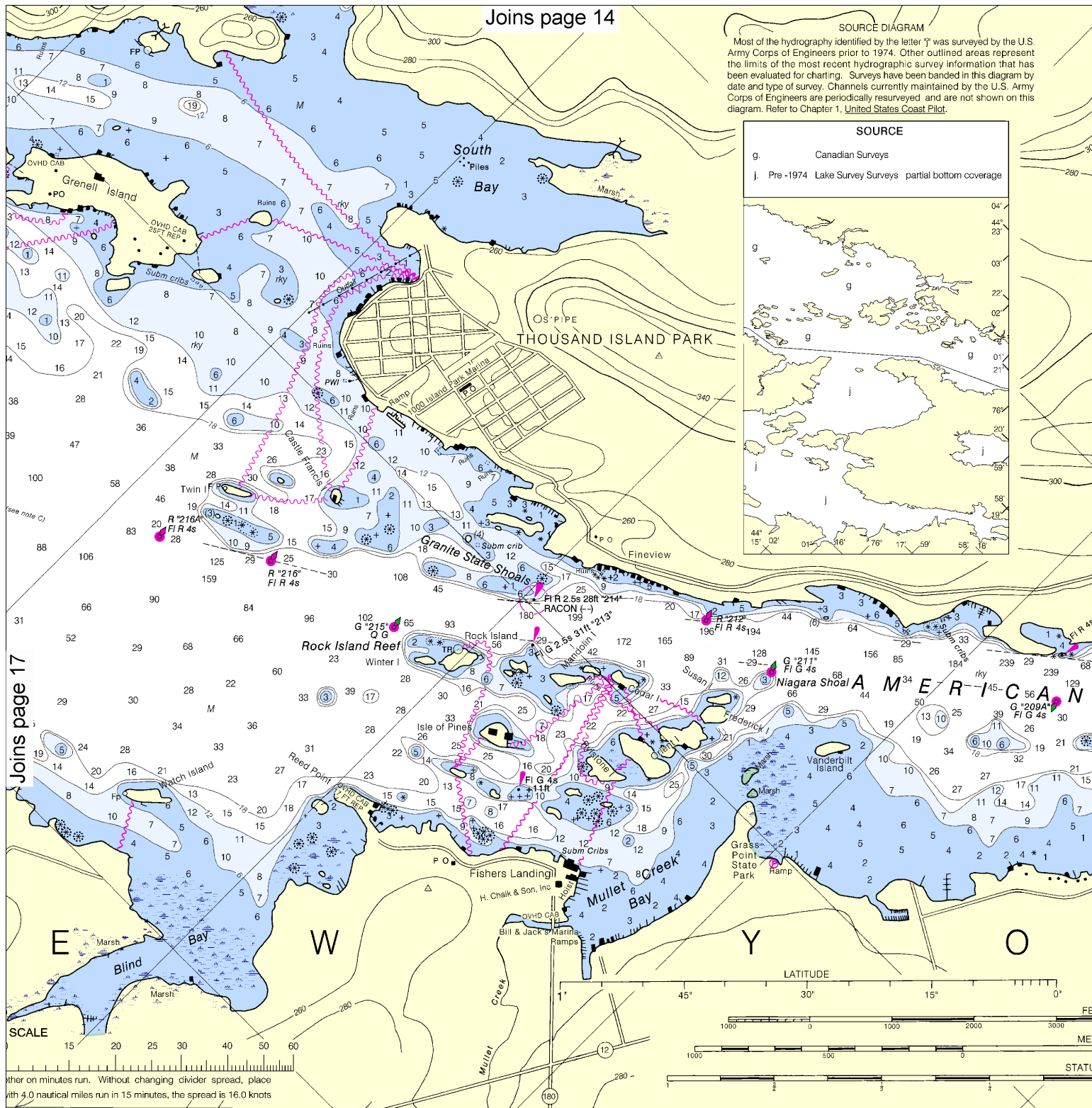
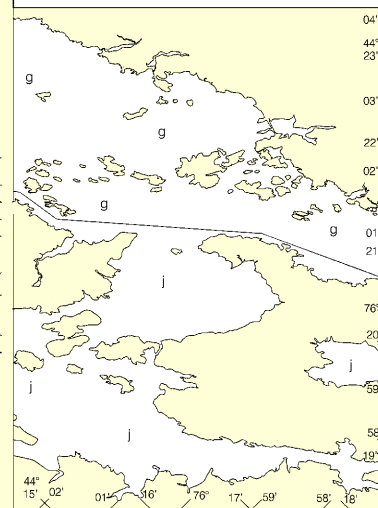
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SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE

- g. Canadian Surveys
- j. Pre-1974 Lake Survey Surveys partial bottom coverage



SOUNDINGS IN FEET

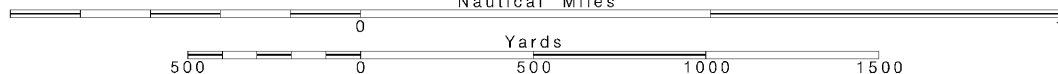
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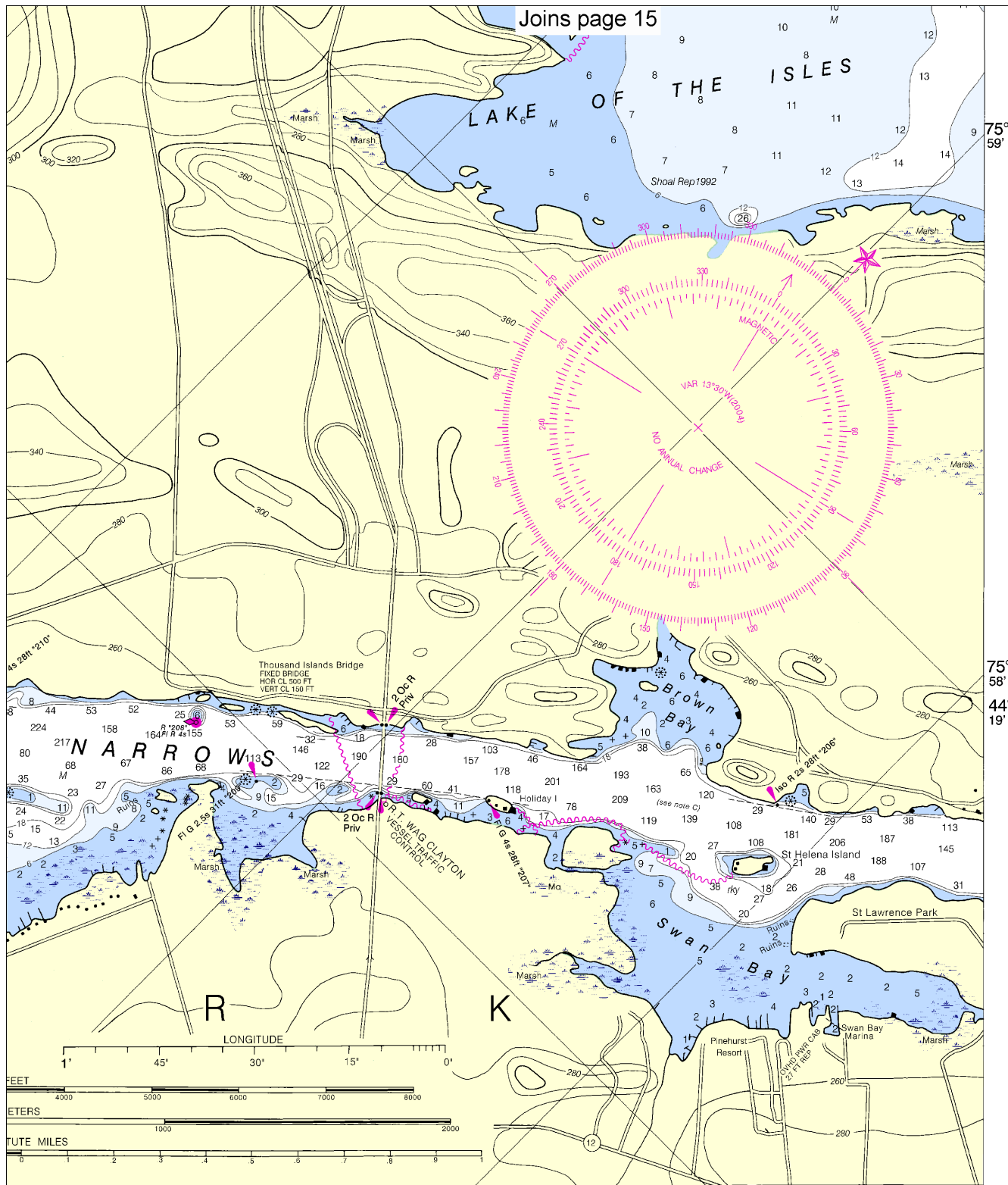
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





ED. NO. 17

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NSA REFERENCE NO. 14XHA14773

St. Lawrence River, Gananoque to St. Lawrence Park

SOUNDINGS IN FEET - SCALE 1:15,000

14773



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

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NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
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Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



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